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GUIDE

TO THE

LANDS

OF THE

Northern Pacific Railroad

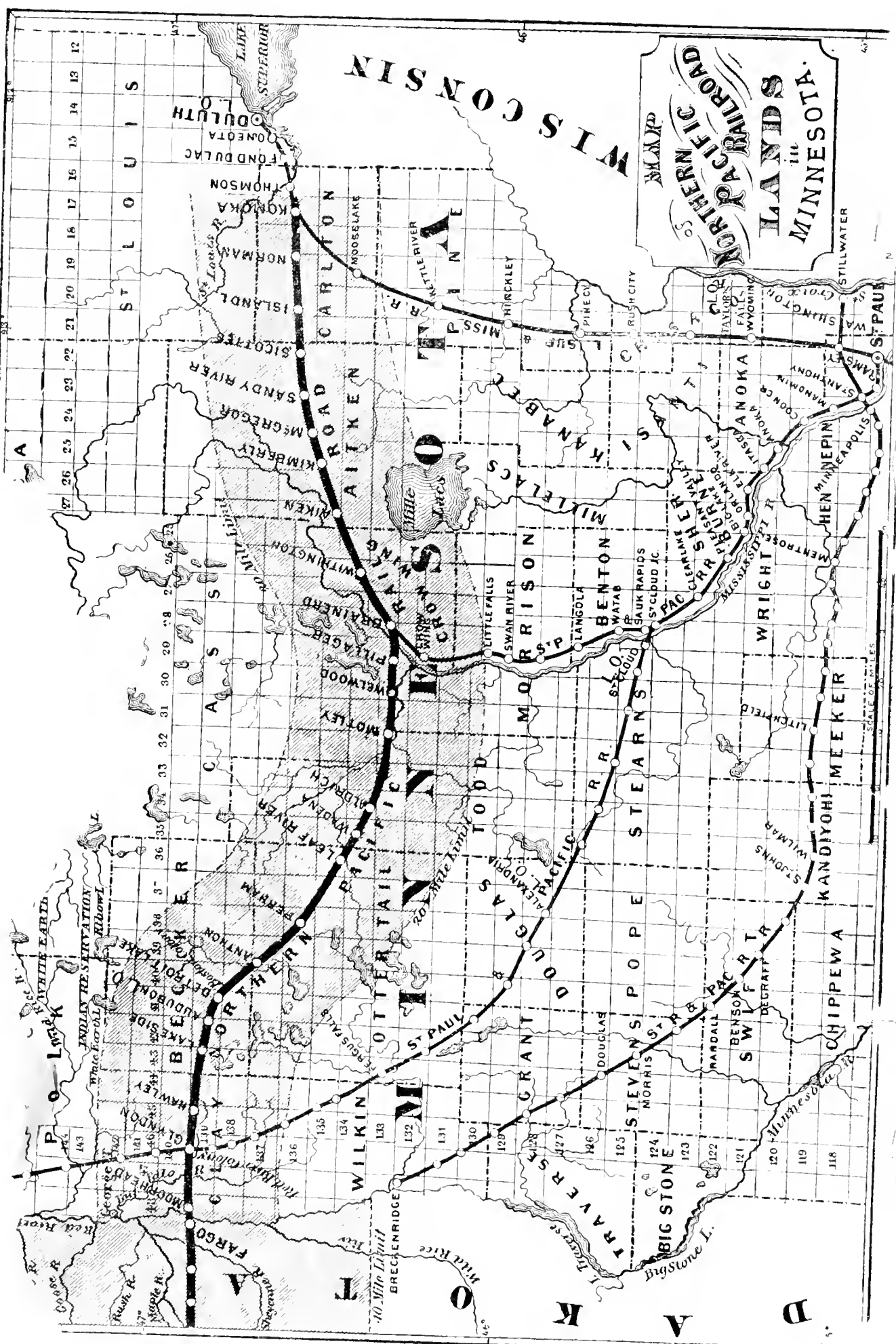
IN

MINNESOTA.



LAND DEPARTMENT,
NORTHERN PACIFIC RAILROAD COMPANY,
120 BROADWAY, NEW YORK.
—
1872.

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NORTHERN PACIFIC RAILROAD
MINNESOTA LANDS

SCALE OF MILES

THE LANDS
OF THE
Northern Pacific Railroad
IN MINNESOTA.

THE Northern Pacific Railroad Company, by act of Congress, is entitled to 3,276,000 acres of land in the State of Minnesota. These lands are situated along the line of railroad already constructed across the State from a point on the Lake Superior & Mississippi railroad near Lake Superior to Dakota, a distance of 228 miles. One million acres have been surveyed and are ready for sale. The lands owned by the Company are the odd-numbered sections in each township, within the limits of the grant, while the even-numbered sections are held by the Government, and are open to settlement under the homestead and pre-emption laws.

The lands have been classified into three divisions, according to their situation, forest growth and characteristics of the soil.

THE FIRST DIVISION

embraces the territory east of the Mississippi river. This is a forest region, the growth being pine, cedar, fir, tamarack, oak, maple, birch, ash, and other woods. There are numerous lakes, ponds and streams through which the lumber may be run out in-

to the Mississippi, or brought near to the railroad; and on that account, with the great prospective demand for lumber on the prairies farther west, it is an inviting field for the lumberman. There are many meadows and marshes covered with luxuriant grasses, where thousands of tons of hay may be had for the cutting. From these natural meadows the lumbermen's teams are supplied during the winter. Between the lakes are low ridges and belts of land where the soil is good, but covered with a dense forest. Near the Mississippi the soil is more sandy, and the growth almost wholly pine.

THE SECOND DIVISION

embraces the lands between the Mississippi river and the Red river valley, a distance of about 110 miles. It is more diversified than the region east of the Mississippi. There are prairies, low hills, ridges, swales and meadows, watered by numerous lakes, ponds, and clear-running streams. There are wide belts of forest and groves and parks, presenting, especially in the western portion, beautiful and charming landscapes. In a region so diversified several varieties of soil are found.

Beginning at the Mississippi, and moving west we see that the land in the vicinity of the river, and for a distance of twenty miles along the northern bank of the Crow Wing river, is a sandy loam, the growth consisting of maple, elm, oak and pine. Crossing the Crow Wing, the surface becomes undulating, and while the forest is not dense there is a large amount of timber.

Ottertail county occupies the center of this second division. Ottertail city, about fifteen miles south of the line of the railroad, is the county seat, and was settled many years ago by the Northwestern Fur Company, so that the capabilities of the soil are well known. It is a sandy loam, quick and warm, and easy of cultivation. Corn ripens in August. Oats, potatoes and rye give large returns, and though the yield of wheat in this county is below the average in the State, it is higher than the average in Ohio or Iowa.

In the report of the Commissioner of Statistics in Minnesota for 1869 the yield of wheat in Ottertail county is given at 12.53 bushels per acre, while the yield in Ohio is but 11.31, and in Iowa 9.05.

That this region will compare favorably with other sections of the country in the production of wheat, oats, barley, buckwheat and potatoes will be seen from the following statement.

taken from the report of the Agricultural Bureau at Washington for Ohio and Iowa, and from the Commissioner of Statistics in Minnesota for Ottertail county :

	Wheat.	Oats.	Corn.	Barley.	Buckwheat.	Potatoes.
Ottertail....	12.53	26.65	12.73	22.15	11.21	88.07
Ohio.....	11.31	23.86	34.37	20.38	10.97	72.12
Iowa.....	9.75	23.04	37.12	23.07	9.49	81.01

With the exception of corn, Ottertail county shows a yield superior in most respects to those two great agricultural States of the West.

In Becker county, the streams in the eastern section send their waters to the Gulf of Mexico, while those that rise in the western portion flow into Hudson's bay. This county also abounds in lakes and running streams, and it has appropriately been called the "park region" of the Northwest, on account of the many picturesque parks and groves, which, with the intervening lawns and undulating prairies, waving in summer with luxuriant grasses, lend a charm and beauty to the landscape hardly to be surpassed on the continent.

The soil is deeper, darker, and richer than that of Ottertail. The sandy element gives place to clay and lime, which, with the great amount of organic matter, make it exceedingly fertile.

The region west of Detroit lake was a solitude in 1869, but is now quite thickly settled. Most of the desirable sections of Government land near the line of the railroad have already been taken as homesteads. This section is so desirable that many settlers secured homes before the lands were surveyed or offered for sale.

The rapid development of this portion of Minnesota is best seen by the number of entries for homesteads and pre-emptions in the land office for the district. The entries since the first of January, 1870, are between fourteen and fifteen thousand, representing, probably, from thirty to forty thousand inhabitants, inasmuch as a large percentage of the farms taken lie in this beautiful and fertile region.

In addition to the richness of the soil, the abundance of pure water, and the attractive features of the landscape, is the large area covered with timber—not in unbroken forests, but standing in groves, easy of access to the settlers, for farm purposes and fuel. In Becker county and vicinity, the settler may commence at once to turn the sod, inclose his field, and obtain from a neighboring grove his fencing material, and wood for his fire.

THE THIRD DIVISION

comprises the land in the Red river valley, which has a width on the Minnesota side of from twenty to thirty miles, and on the Dakota side of from thirty to forty. The soil is wholly alluvial, a dark loam abounding in organic matter, twelve to twenty-five inches in depth, resting on a subsoil of gray marl, rich in lime and other elements that enter into the composition of grains and grasses.

Here the settler will find a field where great farms can be managed with corresponding profit; where furrows, unbroken by hillocks, hollows, ridges, or other obstructions, may be turned ten and even twenty miles between the streams tributary to the Red river, or between the river and the eastern boundary of the valley. To the eye the valley seems to be perfectly level, but the descent towards the river is at the rate of ten feet to the mile—sufficient for drainage. There are no lakes or ponds in the valley, but it is watered by the Buffalo river and its branches, the Wild Rice and other streams on the Minnesota side, and by the Sheyenne, Maple, Elm and others on the Dakota side, while excellent water may be had by sinking wells fifteen to twenty-five feet below the surface. The ground is covered in summer with a heavy growth of grass, furnishing a vast area of fine pasturage, and where hay may be cut for winter use. The prairie grass is very nutritious, and stock turned to pasture in April is fit for the market in midsummer.

The valley of the Red river is about three hundred and fifty miles long and contains an area of from 18,000 to 20,000 square miles of arable land, a territory about as large as the States of Vermont and New Hampshire combined, or half as large as the State of Ohio. The Northern Pacific railroad crosses it from east to west about sixty miles from the southern boundary. Fort Abercrombie is situated on the Red river about forty miles south of the line of the road. The farms that have been under cultivation at that point for several years produce, upon an average, thirty bushels of wheat to the acre. Thirty-five and even forty-five bushels have been harvested under favorable circumstances. Garden vegetables and all the cereals ripen in perfection at the Fort, and with a yield higher by several per cent. than the average throughout the State.

The northern portion of the valley lies in the province of Manitoba in British America. The characteristics of the soil of that region are set forth in a pamphlet prepared by the clerk of

the province, which is approved by a joint committee of both houses of the Manitoba Parliament, and from which the following extract is taken:

"The soil is an alluvial, black, argillaceous mould, rich in organic deposits, and resting for a depth of two to four feet on a tenacious clay sub-soil. The measures of heat are ample for the production and development of Indian corn. Wheat is the leading staple. Some fields have been known to produce twenty successive crops of wheat without fallow or manure, the yield frequently being fifty to sixty bushels to the acre. Forty bushels is set down as an average crop."

Fort Garry, the capital of Manitoba, is 230 miles farther north than the line of the Northern Pacific railroad. It is the concurrent testimony of all who have visited the Red river valley that for the production of wheat, oats, barley, buckwheat, rye, potatoes and garden vegetables it is superior to any other equal area on the continent.

Although the productiveness of Ottertail county, as we have seen, is greater than the average in Ohio and Iowa, yet the average for the State of Minnesota is much greater than that of Ottertail county. The following table exhibits, in bushels, the yield per acre of four of the principal crops for a series of years:

YEAR.	WHEAT	OATS.	CORN.	POTATOES.
1859	19.	33.9	26.66	115.
1860	22.05	42.39	35.67	138.
1865	22.70	43.25	36.80	139.24
1866	14.46	23.37	23.32	113.60
1867	14.64	34.54	31.19	101.30
1868	17.91	36.09	37.30	105.90
1869	17.55	39.74	30.62	74.70

At the American Institute Fair held at Louisville in 1871, at which Kansas and nearly all of the Western States were represented, the products of Minnesota took the highest premium. That Minnesota has a climate and soil peculiarly adapted to the production of wheat will be seen by the following statement:

Product, 1859.	2,374,415 bushels.
" 1869.	17,660,467 "

The valley of the Red river contains from twelve to thirteen million acres of the best wheat lands on the continent—an area large enough and sufficiently fertile to produce more wheat than is now raised in the United States—and this vast acreage, by the construction of the Northern Pacific railroad, and the Pembina branch of the St. Paul & Pacific, is now open to the agriculturist. Should the development of this fertile section be as rapid as the growth of the State has been between 1859 and

1869, the shipments of grain from Duluth at the close of the present decade will not be less than 50,000,000 bushels per annum.

Although Minnesota is not classed as a corn-growing State, the following statement will be conclusive evidence that the summers are long enough for the cultivation of that grain :

YEAR.	AREA.	BUSHELS.	AVERAGE.
1859	117,500 acres.	3,073,749	26.17
1860	80,782	3,143,577	35.67
1866	88,183	2,056,647	23.32
1867	100,648	3,216,010	31.95
1868	129,909	4,849,936	37.33
1869	147,587	4,519,120	30.62
1870	204,129	7,552,773	37.00

Every kind of grain and garden vegetable raised in New England, New York, Pennsylvania, Northern Indiana, Michigan, Northern Illinois, Iowa and Wisconsin may be raised upon the lands of the Northern Pacific railroad.

FRUIT.

The country has not been settled long enough along the line of the road to show its capabilities for the production of fruit ; but at the Minneapolis Fair held on September 13, 1871, there were seventy varieties of apples on exhibition, of large size and excellent flavors, with the Concord, Delaware and Isabella grapes ripened to perfection in the open air. The wild grape is found along the Red river and its tributaries.

TIMBER AND FUEL.

As has been already seen, the first and second divisions are well supplied with timber and wood for fuel. The forest region reaches nearly to the Red river valley. There are two saw-mills already in operation at Brainerd, on the Mississippi, manufacturing 50,000 feet of lumber per day, also a planing mill and a sash factory. Pine lumber may be had at stations along the line of the road at about Minneapolis prices—\$16 to \$18 per thousand feet for common, \$20 for second class, \$25 for first class, shingles \$4.50 per thousand.

There is sufficient wood along the Red river and its tributaries to supply settlers with fuel for the present, and there are exhaustless deposits of coal in Dakota, near the line of the railroad, and on the Missouri river, about 200 miles west of Minnesota.

Upon the completion of the road to the Missouri river during the autumn of this present year, 1872, the coal of that region can be delivered at Moorhead and other stations at a price not exceeding \$5 to \$6 per ton. Anthracite coal from Pennsylvania, taken to Duluth as ballast by vessels engaged in the grain trade, can be put down at Moorhead at a cost not exceeding \$10 or \$12 per ton, and the bituminous coal of Ohio and Indiana at a less price; but with a coal field in Dakota many times larger than that of New York and Pennsylvania, there will always be an abundance of cheap fuel in the Red river valley.

MARKETS.

One of the most important things to be considered by those who are seeking homes is cheap transportation for their farm products. Grain can be carried at a much lower rate by water than by rail, and fertile lands situated near lake ports are therefore more valuable than those of equal fertility situated farther away from water-carriage. Lands in Northern Illinois, Southern Wisconsin and Eastern Iowa, along the lines of railways, have become very valuable, because the farmers are so near to Chicago and Milwaukee, from whence their grain is shipped by steamers and sailing vessels to the East. Lands which ten years ago were worth from \$3 to \$10 per acre are now worth from \$15 to \$50. That there will be a corresponding increase in the value of the lands along the line of the Northern Pacific railroad in Minnesota must be plain to every one who examines the subject, for grain is shipped just as cheaply from Duluth to Buffalo, Oswego and Ogdensburgh and other Eastern lake ports as from Chicago or Milwaukee. The Boston colonists who are rearing their homes on the shores of the beautiful Detroit lake in Minnesota can ship their grain to market at as low rates as the farmers who live at Dubuque, 188 miles from Chicago. The colonists who have settled in the Red river valley are receiving as much per bushel for their wheat as the farmers around Davenport, the largest city of Iowa, or in the vicinity of Springfield in Central Illinois. With cheap transportation, with a soil as fertile as the most favored sections of the Western States, with towns and cities rising as they have risen over Wisconsin and Iowa, there must be, as there has been in those States, a corresponding increase in the value of land, and the settler who secures a farm of 160 acres now may be sure of an advance of several hundred per cent. for his investment a few years hence.

CLIMATE.

The climate of Central Minnesota in winter is very much like that of Maine, New Hampshire, Northern New York, Canada, Michigan and Wisconsin, with this exception—that there is less moisture in the atmosphere. The mercury frequently goes below zero in Minnesota, as it does in New England and New York, but the snow-fall in Minnesota is usually less than in the eastern and northern portions of the Middle States. The mean winter temperature of the State is $16^{\circ}.1$, an average about 4° lower than in New Hampshire, Vermont and Northern New York.

The average summer temperature is $70^{\circ}.6$, and coincides with that of Central Pennsylvania and New Jersey. The mean yearly temperature is $44^{\circ}.6$, and corresponds with that of Wisconsin, Michigan, Central New York, Vermont and New Hampshire. The summers are like those of Central Pennsylvania and Ohio; the winters like those of New England and Canada. Spring opens about the same time that it does in Canada. The first frosts occur about the 10th of September, but the streams do not freeze till the last of November.

Rev. Horace Bushnell, D.D., of Hartford, Conn., who passed a winter in Minnesota for his health, writes thus of the climate :

“ The winter climate is intensely cold, and yet so dry and clear and still, for the most part, as to create no very great suffering. One who is properly dressed finds the climate much more agreeable than the amphibious, half-fluid, half-sloppy, grave-like chill of the East. Real snow-storms are rare; there were none last winter. A little more snow, to make better sleighing, would be an improvement. As to rain in winter, it is almost unknown. There was not a drop of it last winter from the latter part of October to the middle or about the middle of March, except a slight drizzle on Thanksgiving day.”

The railroads in Minnesota are not usually impeded by drifting snows more than those of the Middle and Eastern States.

HEALTH.

The air of Minnesota is very clear, pure and bracing. There are many people living in the State who formerly were threatened with consumption, but who in their new homes enjoy perfect health. Upon this subject Hon. Alexander Ramsey of the United States Senate says :

“ Within the past few years Minnesota has been a popular resort of invalids afflicted with diseases of the throat and lungs, and physicians who formerly sent their patients to languish among the perennial flowers of some

soft Southern sky now generally agree in prescribing the more elastic and invigorating air of the far Northwestern States as the most efficacious of inhalants. *Dry* air is a non-conductor of heat, like a garment of wool. The *dry* cold winter air stimulates the appetite and digestion; it quickens the circulation and imparts elastic vigor and joyous exhilaration to body and mind. It gives their full effect to all the invigorating influences of a northern climate in building up the wasted strength of the body, freed from the injurious counter influences of a damp atmosphere. I suppose it is owing partly to the same cause that that scourge, fever and ague, is unknown in Minnesota."

Rev. H. A. Boardman, D.D., of Philadelphia, says :

"In the stores and shops, on the streets and by the firesides, it is an every-day experience to meet with residents who came to Minnesota one, two, five or ten years ago for their health, and, having regained it, decided to remain. I have talked with some who, having recovered, went away twice over, and then made up their minds that to live at all they must live here. The common mistake with consumptives is that they defer coming until too late. Every train brings its quota of invalids, and among them there are apt to be some whom no skill but that of the Great Physician could relieve. Far better if they had stayed at home to 'die among their kindred.' But on the other hand, there are witnesses here by the hundred to testify to the healing virtue of this climate in the incipient stages of pulmonary disease."

Dr. Horace Bushnell gives the following testimony :

"I went to Minnesota early in July, and remained till the latter part of the May following. I had spent a year in Cuba without benefit. I had spent also nearly a year in California, making a gain in the dry season, and a partial loss in the wet season, returning, however, sufficiently improved to resume my labors. Breaking down again from this only partial recovery, I made the experiment now of Minnesota, and submitting myself, on returning, to a very rigid examination by a physician who did not know at all what verdict had been passed by other physicians before, he said, in accordance with their opinions: 'You have had a difficulty in your right lung, but it is healed.'"

It is a country where there are streams of pure water, and a dry atmosphere during the autumn and winter months; as a consequence fever and ague and kindred malarial diseases are unknown. It may be classed as one of the most healthful climates of the world.

EDUCATION.

In every township throughout the State two sections of land, numbered 16 and 36, are set aside for school purposes. It is estimated that these lands will amount to 2,900,000 acres. About one-eighth of the school lands have already been sold, and the fund now amounts to \$2,476,220, which is exceeded only by the

school funds of Massachusetts, New York and Ohio. The interest of this fund, together with the proceeds of annual sales of grass and lumber from lands held by the State, and a two-mill tax on property, is sufficient to make the common schools of Minnesota equal to those of any other Western State. Three Normal Schools are in operation—located at Winona, Mankato and St. Cloud—which, together with the State University at St. Anthony, Carleton College at Northfield, and several high schools, furnish excellent opportunities to those desirous of full courses of instruction.

RAILROAD FACILITIES.

Those colonists and settlers who build their homes along the line of the Northern Pacific railroad will be exempt from the heavy taxes to which many new communities in the West are subjected—taxes imposed to secure the construction of railroads. In Michigan, Wisconsin, Illinois and Iowa, great liabilities have been incurred by the issuing of town and county bonds for such purposes, but a glance at the accompanying map will make it plain that no such burdens will be imposed upon those who secure homes in Central Minnesota or in the Red river valley. By the St. Paul & Pacific, from St. Cloud to Brainerd, and by the Pembina branch of the same road, from St. Cloud to Pembina, which crosses the Northern Pacific in the Red river valley, the settlers on these lands will have communication with Minneapolis and St. Paul—the manufacturing and commercial centers of the Northwest—and with the great network of railroads radiating from those cities.

With railways already constructed, with a gently rolling country, with a soil admirably adapted for the making of smooth highways, with so large a fund for school purposes, the rate of taxation will be far less than in most new communities.

COLONIES.

Settlers will find it greatly to their advantage to go in colonies. Fifty or one hundred persons combining may secure, on favorable terms, all the land held by the railroad company in a township. The colony system is calculated to supply the needs of all members of the community; to furnish employment to every industry. Wherever a colony is established there will be found near its center the blacksmith, shoemaker, carpenter, mason, storekeeper, the post-office, the school-house, the

Sunday school, the church, and the farmers will find a market for their grain at the railroad station. One hundred or more families uniting to form a community may insure everything that goes to make up the sum of civilization at once—good government, good neighbors, morality, security to property, comfort and prosperity.

The Boston colony of soldiers at Detroit lake, established in 1871, before the track had reached their township, is an illustration of the point. They have secured all the land belonging to the railroad in township 139, range 41, at favorable rates and on easy terms of payment. Each soldier has taken his homestead of 160 acres of Government land, and by purchasing land of the railroad company will be able to enlarge his farm; having enhanced the value of all the lands by his improvements, will be benefited himself in turn.

“The Red River Colony” is located in the valley and on its eastern border, in Clay county. The lands selected by the colonists are watered by the Buffalo river and its branches. The soil is deep and fertile, and yields a large crop of grass. Quite a number of settlers located homestead claims on the Buffalo in 1871 before the lands were surveyed. The junction of the Northern Pacific will be at Glyndon, nearly in the center of the county and of this colony. Several hundred families have signified their intention of locating in the vicinity during the present year.

SOLDIERS' COLONIES.

The recent modification of the homestead law in favor of soldiers and sailors, reducing the time of occupation before obtaining a title, coupled with the fact that the Northern Pacific Railroad Company offers very liberal terms, with long time for payment, will doubtless induce thousands of veterans of the late war to secure homes in this fertile and inviting section of Minnesota. Lands which may be obtained by a residence of twelve or twenty-four months will soon be worth from ten to thirty dollars per acre, according to their fertility and nearness to railroad stations.

Soldiers residing in the same community, or formerly members of the same command, can, by uniting, reap all the benefits of the new law and of the colony system combined. They will also have this marked advantage over ordinary colonists, that they can, after organizing, send out an agent or committee to examine different sections, select a location, and enter a homestead for each

member of the colony—the members themselves having six months time, after the entry by the agent, before settling on and improving their homesteads.

WHEN TO SETTLE.

Settlers should be on the ground, if possible, in the month of June, that they may have time to break up a portion of their lands for the next year. The prairie sod *must be broken in June or July*, when the grass roots are filled with juice, to secure a thorough rotting of the turf. If turned early in June, potatoes and corn may be planted on the sod, and the yield will be about half a crop; but the ground will be in better condition for the succeeding year if nothing is planted upon the turf. In the following spring the ground should be thoroughly harrowed, and the wheat drilled in or sown broadcast. If sown in May, it will be ready for the reaper early in August, and as soon as it is taken off plowing may commence for the next year's crop.

Four oxen are needed to drag a plow turning a fourteen-inch furrow. Many settlers prefer oxen to horses for the first plowing, inasmuch as they will work throughout the summer without grain, keeping in good flesh upon the prairie grass, while horses will need their daily allowance of grain. But for all farm purposes other than this horses are much more serviceable than oxen. The cost per acre for breaking is from \$3 to \$4.

STOCK-RAISING.

These lands are admirably adapted to the raising of stock. The grasses are nutritious and luxuriant. Shelter and feeding in winter will be needed, as in the Eastern and Middle States, but a great amount of hay may be cut upon the prairies for that purpose at a cost of about \$3 a ton. Sheep thrive through all this section, and are not subject to foot-rot and other diseases prevalent in Ohio and Illinois, where the water is less pure, and the climate has a greater dampness. Sheep are adapted by nature to withstand cold, but they will not thrive in a drizzly winter or a hot summer climate, nor will they drink the water of muddy streams. Wool-growing in Minnesota has already become very profitable. The farmers find a market at Minneapolis, where there is a large manufactory of blankets, flannels and other goods, which are already known as equal to any manufactured in the country.

PRICE OF LAND.

The Railroad Company is entitled to "ten alternate sections per

mile on each side of the road" in the State of Minnesota, making twenty sections to the mile, or 12,800 acres. The charter provides that if any portion of the land within the distance of twenty miles of the line shall have been already taken, the Company shall have the privilege of making up the deficiency beyond that limit to the distance of twenty miles. In the map accompanying this pamphlet the twenty-mile limit is seen in the shaded portion. The lands near the line have been mostly appraised, and graded according to their fertility, quality of soil and proximity to railroad stations, and will be offered at exceedingly low prices and on the following terms:

TERMS OF SALE.

Payments for all lands (excepting timber lands) may be made:

- Ten (10) per cent. in Cash;
- Ten (10) per cent. in One Year;
- Ten (10) per cent. in Two Years;
- Ten (10) per cent. in Three Years;
- Fifteen (15) per cent. in Four Years;
- Fifteen (15) per cent. in Five Years;
- Fifteen (15) per cent. in Six Years;
- Fifteen (15) per cent. in Seven Years;

The rate of interest on the deferred payments will be seven (7) per cent. per annum, payable annually.

The Company will also take their own bonds in payment, allowing the purchaser *a premium of ten per cent.* These bonds bear $7\frac{3}{10}$ interest in gold, are at present sold at par, and are secured by a first mortgage on all the lands and all the property and the franchise of the Company.

On the supposition that a settler purchases 80 acres of land on the 1st of June, 1872, at \$5 per acre, paying for it in installments, his payments, with his interest account, would be as follows:

Years.	Principal.	Interest.	Amount Each Year.
June 1st, 1872	10 per cent. \$40		\$40.00
" 1873	" 40	\$25.20	65.20
" 1874	" 40	22.40	62.80
" 1875	" 40	19.60	59.60
" 1876	15 per cent. 60	16.80	72.60
" 1877	" 60	12.60	68.40
" 1878	" 60	8.40	64.20
" 1879	" 60	4.20	64.20
Total	\$400	\$109.20	\$509.20

Plans and descriptive notes of all the appraised lands will be found in the Company's office at St. Paul.

The Company will have agents at all important stations to give full information to settlers and to assist them in finding desirable locations. The charter forbids the sale of any lands while the road is under construction at less than the Government price,

\$2.50 per acre. The prices will vary for agricultural lands from \$2.50 to about \$7 or \$8, according to location and quality. The average price will be about \$5 per acre, which will be \$1.23 less than the price paid for school lands throughout the State, which have averaged \$6.23 per acre.

OUTFIT.

Settlers will be able to obtain all implements for the farm at the prominent stations on the line of the road—plows, harrows, drills, reapers, mowers, rakes, wagons, harnesses and tools of all kinds. All articles of household furniture—stoves, iron, wood and tin ware, bedsteads, chairs, tables, bureaus, bedding—ready-made clothing, groceries and dry goods of every description, may be obtained at the stores already established at Duluth, Brainerd, Detroit lake, and Moorhead. The colonist from an Eastern State will find it to his advantage to take no bulky articles to his new home, as everything necessary for the farm and the house may be obtained on the spot at reasonable rates.

Cheap freights can be had from all the principal places East by the lakes during the summer months. In all cases it is best to send by a despatch company. Freight may be shipped from Boston and all points in the New England States, and from New York and Cleveland, by the several Despatch Companies, in connection with the Vermont Central railroad, to Sarnia and Duluth; from New York over the Erie railway, and by the Union Steamboat Company from Buffalo, Cleveland and Detroit to Duluth; from New York and Philadelphia over the Pennsylvania Central road, and by the Atlantic & Duluth line of steamers from Erie, Cleveland and Detroit to Duluth.

FREE TRANSPORTATION FOR SETTLERS.

Settlers purchasing 40 acres or more of the Company's lands in Minnesota are allowed free transportation for themselves, their wives and children, over the Northern Pacific railroad, when going to settle upon the lands purchased.

Arrangements have been made by which parties of five or more, whether purchasing the Company's lands or settling on Government lands, can obtain reduced rates of fare from all principal points East.

ACCOMMODATIONS.

Capacious and comfortable reception houses are erected at Duluth, Brainerd and Hawley. Others will be built if needed. These

houses are fitted up with cooking stoves, washing conveniences and beds, and are to be used while emigrants are looking about for farms. They are large enough for the accommodation of several hundred persons at a time, and will be under the charge of competent superintendents. Families will have an opportunity to do their own cooking and washing, and no charge will be made for the privileges of the house. Provisions will be furnished at cost. There will be a hospital attached to each establishment.

Settlers can remain in these buildings while on their way to their own lands, without the expense they would otherwise be subjected to if compelled to stop at hotels.

READY-MADE HOUSES.

At Brainerd ready made houses of various sizes may be had of a Manufacturing Company, which may be ordered in advance, costing from \$100 to \$500. They are strongly built, have good frames, matched floors and roof, tongued and grooved ceilings, with windows, doors, sash and chimney.

At many points along the line of the road, excellent material is found for the making of brick, and it is expected that the Manufacturing Company at Brainerd will be prepared during the year to supply settlers at a price not exceeding \$8 to \$10 per thousand at the kiln.

HOW TO SECURE GOVERNMENT LANDS.

HOMESTEAD ENTRY.

Under the Homestead Law any person 21 years of age, or the head of a family, a citizen of the United States, or who shall have filed a declaration to become such, who has never borne arms against the Government or given aid to its enemies, is entitled to enter 160 acres of land, without cost, except the fees hereinafter stated. After five years residence and improvement, the Government gives a free title. Unmarried women and widows are entitled to the privileges and subject to the conditions of this law.

Within the limits of the Railroad Land Grant, the Homestead privilege is restricted to 80 acres instead of 160, lands within these limits being considered worth twice as much as lands outside.

SOLDIERS AND SAILORS.

By the Act of Congress of July 15th, 1870, soldiers, sailors and officers, who served 90 days during the Rebellion, and have remained loyal, are *exempted* from the restriction above noted, and may enter under the Homestead Act the full area of 160 acres within railroad limits.

PRE-EMPTION.

Under the Pre-emption Law, persons entitled to the privileges of the Homestead Law may acquire the right to purchase 160 acres of Government land, whether within railroad limits or not, by filing a declaration that he or she has settled upon and claims the same. Within railroad limits, the Government price is \$2.50 per acre. Outside of such limits, the price is \$1.25. Pre-emptors are required to remain upon and improve the lands for six months. Taking of lands under the Pre-emption Law does not prevent entry under the Homestead Law afterwards. The same person may enjoy all the privileges of both laws. A Homestead entry may be changed to a Pre-emption claim, after six months' residence.

FEES AND COMMISSIONS

for homesteads, when the entry is made, are to be paid as follows:

IN MINNESOTA.

					Fees.	Comm'n.	Total.
Aeres,	160	outside	railroad	limits	\$10 00	\$4 00	\$14 00
"	80	"	"	"	5 00	2 00	7 00
"	40	"	"	"	5 00	1 00	6 00
"	160	within	"	"	20 00	8 00	28 00
"	80	"	"	"	10 00	4 00	14 00
"	40	"	"	"	5 00	2 00	7 00

FREE HOMES FOR SOLDIERS AND SAILORS.

THE NEW LAW.

By act of Congress passed April, 1872, the law in regard to soldiers' homesteads is so amended that instead of a residence of five years, a residence *of from twelve to twenty months* will entitle a soldier to a homestead of 160 acres within railroad limits.

The law has the following provisions:

1. The homestead may be located six months before the commencement of improvements.
2. The time which the soldier or sailor may have served in the army shall be deducted from the five years occupancy required under former acts.
3. The widow (if unmarried) of any soldier who, if living, would be entitled to a homestead, is also entitled to the benefit of the act; if she has died or has married again, the minor children of the deceased soldier, through their guardian, shall be entitled to the benefit of the act, subject to the required settlement and im-

provement. If the soldier died during his term of service, the whole period of his enlistment is to be deducted from the five years.

4. The entry or location may be made by an agent, which shall hold for six months, when improvements must be commenced by the soldier in person.

There are other provisions, as will be seen by a perusal of the act :

Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled, That every private soldier and officer who has served in the Army of the United States during the recent rebellion for ninety days or more, and who was honorably discharged, and has remained loyal to the Government, including the troops mustered into the service of the United States by virtue of the third section of an act entitled "An act making appropriations for completing the defences of Washington, and for other purposes," approved February 13, 1862, and every seaman, marine, and officer who has served in the Navy of the United States, or in the Marine Corps, during the rebellion, for ninety days, and who was honorably discharged, and has remained loyal to the Government, shall, on compliance with provisions of an act entitled "An act to secure homesteads to actual settlers on the public domain," and the acts amendatory thereof, as hereinafter modified, be entitled to enter upon and receive patents for a quantity of public lands (not mineral) not exceeding one hundred and sixty acres, or one quarter section, to be taken in compact form according to legal subdivisions, including the alternate reserved sections of public lands along the line of any railroad or other public work, not otherwise reserved or appropriated, and other lands subject to entry under the homestead laws of the United States: *Provided*, That said homestead settler shall be allowed six months after locating his homestead within which to commence his settlement and improvement: *And provided also*, That the time which the homestead settler shall have served in the Army, Navy or Marine Corps, aforesaid, shall be deducted from the time heretofore required to perfect title, or if discharged on account of wounds received, or disability incurred in the line of duty, then the term of enlistment shall be deducted from the time heretofore required to perfect title, without reference to the length of time he may have served: *Provided, however*, That no patent shall issue to any homestead settler who has not resided upon, improved, and cultivated his said homestead for a period of at least one year after he shall commence his improvements as aforesaid.

SEC. 2. That any person entitled under the provisions of the foregoing section to enter a homestead, who may have heretofore entered under the homestead laws a quantity of land less than one hundred and sixty acres shall be permitted to enter under the provisions of this act so much land as, when added to the quantity previously entered, shall not exceed one hundred and sixty acres.

SEC. 3. That in the case of the death of any person who would be entitled to a homestead under the provisions of the first section of this act, his widow, if unmarried, or in case of her death or marriage, then his minor orphan children, by a guardian duly appointed and officially accredited at the Department of the Interior, shall be entitled to all the benefits enumerated in this act, subject to all the provisions as to settlement and improvements therein contained: *Provided*, That if such person died during his term of enlistment, the whole term of his enlistment shall be deducted from the time heretofore required to perfect the title.

SEC. 4. That where a party, at the date of his entry of a tract of land under the homestead laws, or subsequently thereto, was actually enlisted and employed in the Army or Navy of the United States, his services therein shall in the administration of said homestead laws, be construed to be equivalent, to all intents and purposes, to a residence for the same length of time upon the tract so entered: *Provided*, That if his entry has been canceled by reason of his absence from said tract while in the military or naval service of the United States, and such tract has not been disposed of, his entry shall be restored and confirmed: *And provided further*, That if such tract has been disposed of, said party may enter another tract subject to entry under said laws, and his right to a patent therefor shall be determined by the proofs touching his residence and cultivation of the first tract, and his absence therefrom in such service.

SEC. 5. That any soldier, sailor, marine, officer, or other person coming within the provisions of this act may, as well by an agent as in person, enter upon said homestead: *Provided*, That said claimant in person shall, within the time prescribed, commence settlement and improvements on the same, and thereafter fulfill all the requirements of this act.

SEC. 6. That the Commissioner of the General Land Office shall have authority to make all needful rules and regulations to carry into effect the provisions of this act.

By this act any soldiers who have not already taken a homestead may secure the rich wheat lands, supplied with wood and water, and near to lake transportation, along the line of the Northern Pacific Railroad.

HOMESTEAD EXEMPTION.

A liberal law exists in Minnesota in relation to homestead exemption. The provisions of the act are as follows :

“ That a homestead consisting of any quantity of land not exceeding eighty acres, and the dwelling-house thereon and its appurtenances, to be selected by the owner thereof, and not included in any incorporated town, city, or village, or instead thereof, at the option of the owner, a quantity of land not exceeding in amount one lot, being within an incorporated town, city, or village, and the dwelling-house thereon and its appurtenances, owned and occupied by any resident of this State, shall not be subject to attachment, levy or sale, upon any execution, or any other process issuing out of any court within this State. This section shall be deemed and construed to exempt such homestead in the manner aforesaid during the time it shall be occupied by the widow or minor child or children of any deceased person who was, when living, entitled to the benefits of this act.”

There is also a liberal exemption from attachment by process of law on personal property, exempting the family Bible, pictures, school books, musical instruments, church pew, cemetery lot, all wearing apparel, beds, stoves, and furniture not exceeding \$500 in value ; also a certain number of cows, sheep and working team, with a year's food for the same ; a wagon, sleigh, and farming implements not exceeding \$100 in value ; also a year's supply of family provisions or growing crops, and fuel, and seed grain not exceeding fifty bushels of wheat and also of oats, five of potatoes, and one of corn ; also mechanics' or miners' tools, with \$400 worth of stock-in-trade, and the library and implements of professional men.

COST OF A HOUSE.

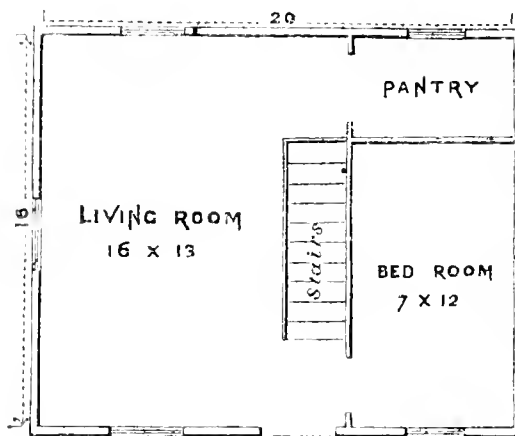
Seasoned lumber from Brainerd and Minneapolis may be purchased in those places of the manufacturers, who will deliver it at any station, or it may be had of dealers at Detroit lake, Oak lake, Glyndon, Moorhead and other stations on the Northern Pacific road. A settler who can use a saw, ax and hammer may build himself a comfortable dwelling in a very short time. Where lumber can be obtained for \$16 or \$20 per thousand it will be much cheaper to build a board house than one of logs, as there will be a great saving of time and labor.

A house containing one room 14x16 feet will require about 1,500 feet of lumber. Such a house, with sheathing paper, shingled roof, door, two windows and double floors can be built for about \$100, and would be warm in winter.

A very comfortable house, large enough for a family of several persons, may be built at a cost of about \$200. It would be 16x20 feet inside, contain a living room 13x16, bed-room 7x12, pantry 4x7 on the ground floor, with stairs leading to the attic. The studding would be twelve feet from the sills to the eaves, the lower story eight feet. Four feet above, with a sloping roof, will give an attic large enough for good sleeping accommodations. The house would need five windows, one outside and two inside doors. The items of expense would be, approximately, as follows :

4,000 feet common lumber at \$20.....	\$80.00
4,000 No. 2 shingles at \$4.....	16.00
Nails.....	10.00
Sheathing paper.....	20.00
Doors and windows.....	18.00
Labor.....	30.00
	<hr/>
	\$174.00
Twenty per cent. for contingencies.....	34.80
	<hr/>
Total	\$208.80

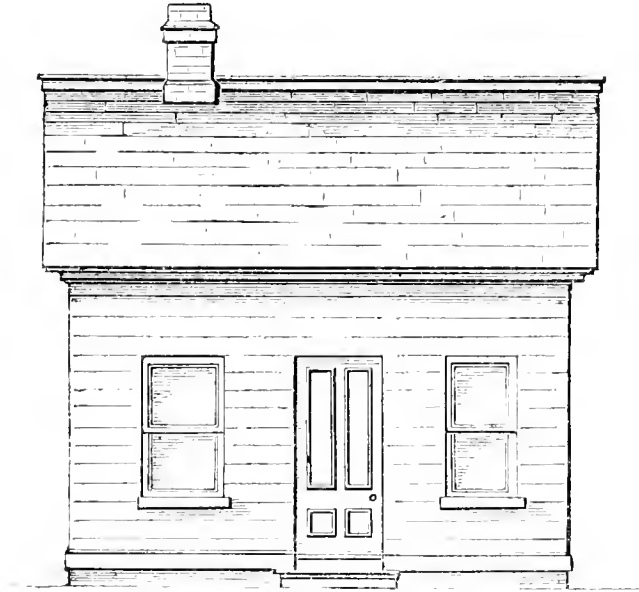
The following diagram shows the arrangement of the interior of the house.



PLAN.—Scale 3-16 of an inch to the foot.

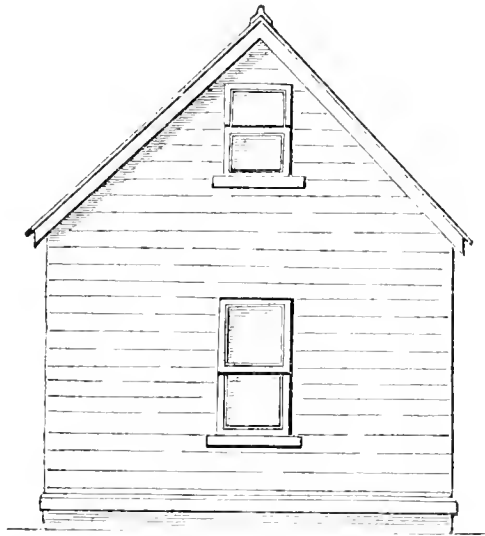
The front elevation will be seen in the cut on the opposite page. The eaves should project a foot or more to carry the rain from the sides of the building. Tile chimneys can be purchased at St. Paul and Minneapolis, and doubtless will be for sale by the merchants at all the principal stations. Until brick,

or ready-made chimneys can be obtained, a joint of stove-pipe will serve instead, only great care should be taken to protect the surrounding wood from taking fire.



FRONT ELEVATION.

The plan is drawn on a scale of three-sixteenths of an inch to the foot, so that a settler with the plan before him may make his own calculations and be his own joiner.



END ELEVATION.

The house should front toward the south or east. The prevailing winds in Minnesota are from the west and southwest. Easterly storms do not often occur. With a southern or eastern

exposure, the sun during winter will be felt in both the living and sleeping rooms. In building the house, oaken posts at each corner, three feet in length and eight or ten inches in diameter, should be sunk into the ground nearly their full length, and the sills spiked firmly to them. This, with proper bracing, will give sufficient firmness to the structure against the winds. In the fall it should be well banked with straw or earth.

With battened walls and sheathing-paper such a house is very warm, and will give good accommodations till the owner is in circumstances to replace it with one of more ample dimensions. The walls of the cellar may be protected by timber until stone or brick can be readily obtained.

FARM IMPLEMENTS AND TEAMS.

It should be the aim of every settler to get a few acres of land plowed in June or July, in order to put in a crop next spring. A team of four oxen or horses will turn two acres of sod per day. Twenty acres of land broken this summer, requiring ten days' labor, will enable the settler to harvest probably three hundred bushels of grain, besides potatoes, corn and other products next year, if the season be propitious. Even house-building should be put aside to accomplish that end. A tent or a covered wagon will give good shelter during the summer in the delightful climate of Minnesota. There will be time enough to build a house after it is too late to plow. Settlers by "changing work" can save considerable outlay the first year.

A man owning a yoke of oxen and a plow can unite with a neighbor and make up a team for plowing. The first year will be mostly devoted to getting ready for the next. No drill, reaper or thresher will be needed for a twelve-month. A yoke of oxen or a span of horses, a wagon, plow, harrow, shovel, hoe, ax, chains and a grindstone are the main implements needed the first season. For the second season a seed-plow, a drill, combined reaper and mower and a rake must be added. Two or three farmers may unite and own the implements in common while getting started.

ANSWERS TO INQUIRIES.

What are the rates of fare from Boston and New York to the Red river?

Where parties of five or more go in company, settlers will obtain, from the different railroads, from 20 to 30 per cent. discount

from regular rates. Full information on this point can be obtained at the principal railway ticket offices in the cities. As elsewhere stated, all persons who purchase lands of the Company will have free tickets over the Northern Pacific road when going to settle.

What is the lowest estimate of expenses and outlay for the first year?

The expense for a man who leaves his family behind till he can get started will be, approximately, as follows:

Yoke of oxen.....	\$125.00
Wagon.....	75.00
Plow.....	25.00
House with one room.....	100.00
Stove.....	25.00
Chains, ax, shovel, grindstone, etc.....	25.00
	<hr/>
	\$375.00

LIVING will cost about \$3 per week.

Persons who can command from \$500 to \$1,000 can begin under *very favorable auspices* by settling on Government land, or by purchasing of the Company and paying in installments.

What are the chances for employment?

During the present year, 1872, from five to six thousand men will be needed on the construction of the Northern Pacific road in Dakota and on the St. Paul & Pacific in the Red river valley. Many carpenters, blacksmiths, shoemakers, tinware manufacturers, masons, and day laborers will find employment, but clerks and book-keepers will not be needed.

When is the best time to go to Minnesota?

Those settlers who intend to engage in farming should go in May or June, and plow as much as possible before the end of July.

Are there any mills along the line of the railroad?

There are saw and planing mills at Brainerd, also at the crossing of the Ottertail river, and a saw-mill at Fort Abercrombie. Saw and grist mills probably will be established during the present summer at Detroit lake and Glyndon.

Do the Indians give settlers any trouble?

There are only a few Indians in Minnesota—the Chippewas—and they have always been friendly; they are now on reserva-

tions, living in houses and cultivating the land. They are not troublesome.

Which is the best section for raising stock?

The entire region between Leaf river and the Red river is alike adapted to stock-raising and grain-growing.

What does it cost to fence land?

From Lake Superior to Lakeside station nearly every section of land has sufficient timber for farm purposes, and the cost will be wholly one of labor. In the vicinity of Detroit lake there is an abundance of tamarack suitable for fencing which can be delivered by rail in the Red river valley at a cost not exceeding seventy-five cents to the rod, including labor in cutting, freight on the cars, and building.

Shall I take my family with me and move to Minnesota before providing a home?

Many immigrants from Illinois, Wisconsin, Iowa, and other Western States, having sold their old homes, start with their families in search of new ones. They pack their furniture in a canvas-covered wagon, take their flocks and herds, their cooking utensils and provisions with them, and live by the way. They sleep in their wagon, or beneath it, and travel till they find a locality that suits them. From May till October a family may thus travel, and experience no great hardship. But the settlers who go by rail will be differently situated. They may take their families with them and find temporary accommodations in the reception houses; but if their families are conveniently located, it may be better to leave them behind until a selection is made and a shelter erected.

Can wagons, ready made, be purchased along the line of the Northern Pacific Railroad?

There are several wagon manufactories in the State—at Minneapolis, St. Paul, and other places—and the manufacturers usually have agencies at all the principal railroad stations. The Michigan manufacturers also have agencies throughout the State.

Can plows, reapers, rakes and other agricultural implements be obtained along the line of the road?

Nearly all of the Eastern manufacturers of agricultural implements have general agents in the State, and sub-agents at all

the principal railroad stations. Settlers will be able to purchase farming implements of every description.

Can household furniture be obtained, and is there a supply of food for the present season?

All articles necessary for housekeeping—stoves, tables, chairs, beds, etc.—may be obtained at stores already established. Settlers having bedding will do well to take it with them. Beef, pork, flour, potatoes, and other provisions may be purchased at the stores or of the farmers of Ottertail, Becker, Douglas, Wilkin, and other counties already partially settled.

If a settler goes to Minnesota this season, will he be able to raise food enough for himself and family through the year?

If he makes his location by the middle or even during the month of June, he may plant potatoes, sow turnips, and be very sure of obtaining good crops. Early varieties of corn may be planted, with the prospect of a fair yield. After the furrow is turned, it may be planted by chopping a place with a single stroke of a hatchet, dropping the corn in, and pressing it down with the foot. Squashes, pumpkins, and melons grow on the sod. Beans also may be grown on the turf. By using early varieties of seed, an abundant supply of these articles of food may be raised for the use of a family.

INDUCEMENTS TO COLONISTS.

Attention is invited to the following summary of facts in regard to these lands in Central and Western Minnesota.

They are acknowledged to be better adapted to the cultivation of wheat than any other section of the continent.

They produce as much grain per acre as the best lands of Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Kansas or Nebraska.

They are also adapted to the production of oats, rye, barley, potatoes and garden vegetables, and produce more than the averages of those States.

They are supplied with a great variety of timber, and lumber is much cheaper than in most of the Western States. Settlers will have a supply of wood and coal, and may always count upon having cheap fuel.

They are watered by running streams, lakes and ponds of the purest water, and farmers will never need artesian wells or be dependent on irrigation.

They are located in a healthful climate, where fever and ague and other malarial diseases are unknown.

They are as well adapted to the raising of stock as to the cultivation of grain.

They are on a line of railway already constructed; consequently settlers will never be called upon to pay taxes or to bond their towns, cities and counties, or to mortgage their farms, to secure railway facilities.

They are offered at a low price, and on easy terms of payment, and while at present the railroad company sells its bonds at par it receives them in payment for lands at ten per cent. premium.

Settlers and their families purchasing 40 acres or more of land of the Company will receive free tickets over the Northern Pacific Railroad when going to settle.

All facilities and advantages furnished by the Company to settlers on railroad lands are also furnished to homestead settlers on the alternate Government sections, except the free transportation over the Northern Pacific road.

Transportation at reduced rates will be furnished from all principal points East. The Company will look after the welfare of settlers and provide them with comfortable reception houses while selecting lands, etc., without charge.

That these lands will rapidly rise in value is evident from the fact that the rates of transportation to Boston, New York, Philadelphia and other Eastern cities, by water, are no higher than from Central Illinois or Eastern Iowa, where improved farms have an average value of \$35 per acre.

They are located in a State that has a larger school fund than any, with the exception of Massachusetts, New York and Ohio.

They are located in a State which had but 5,042 inhabitants in 1850, and had 442,000 in 1870, and, by the same ratio, will have a population of a million and a quarter in 1880.

They are located on a railroad which will be completed to the Missouri river during 1872, and to the Pacific ocean at an early day: the shortest line between the Atlantic and the Pacific, and destined to become one of the great highways of the world.

With these and other advantages that might be named it is evident there are no other lands so inviting to settlers who are seeking new homes in the West.

PROGRESS OF THE NORTHERN PACIFIC RAILROAD.

The construction of the Northern Pacific Railroad was begun in June, 1870, and was completed across the State of Minnesota in

December, 1871—a distance of 228 miles from the junction with the Lake Superior & Mississippi road, or 252 miles from lake navigation at Duluth. The section west of Minnesota, between the Red river and the Missouri, was put under contract in October, 1871, to be completed during the summer of 1872—a further distance of 199 miles, or a total from lake navigation of 451 miles.

A preliminary survey of the line between the Missouri and the Yellow Stone was made in the fall of 1871, and will be put under contract as soon as the locating surveys are completed, during the summer of 1872. The distance from the Yellow Stone to the Missouri is 229 miles. In that section lies the great coal field of Dakota. Explorations and surveys were made through the entire region between the Missouri and the Pacific ocean in 1871, and will be continued through 1872.

Sixty-five miles of the western section of the road, between the Columbia river and Puget sound, are under construction, to be completed during the summer of 1872, and the remainder of the section will be put under contract during the year. The enterprise will be pushed to completion with the utmost possible dispatch.

The Company's repair shops and offices are located at Brainerd, which, with the lumbering interest already developing, give promise of making it one of the most important points along the line of the road.

RAILWAY CONNECTIONS.

The grading of the Brainerd branch of the St. Paul & Pacific railroad was completed in 1871, and the track will be laid by midsummer of the present year (1872), thus making direct connection with Minneapolis, St. Paul, and the railway system of the country.

The St. Cloud & Pembina branch of the St. Paul & Pacific road, which crosses the Northern Pacific at Glyndon, is under contract to be completed the present year. The construction of these roads, in connection with the Northern Pacific, give railroad facilities to the entire region of Central and Northwestern Minnesota, while the immediate extension of the line to the Missouri, and the assurance of its early completion to the Pacific ocean, and of its becoming one of the great highways of the world, give a value to the lands along the line unsurpassed by those of any other section of the continent.

STATIONS ON THE NORTHERN PACIFIC RAILROAD FROM DULUTH.

LAKE SUPERIOR & MISSISSIPPI.		MILES.	
Duluth.		Withington.....	98
Rice's Point.....	1	Brainerd (junction with St. Cloud	
Onecota.....	4	Branch of St. Paul & Pacific).	115
Spirit Lake.....	9	Pillager.....	127
Fond du Lac.....	15	Motley.....	137
Thomson.....	23	Aldrich.....	151
NORTHERN PACIFIC.		Wadena.....	161
Junction.....	24	Leaf River.....	166
Komoka.....	25	Perham.....	185
Norman.....	33	Anthon.....	196
Island Lake.....	46	Detroit Lake....	206
Sicotte's.....	57	Andubon.....	213
Sandy River.....	65	Lakeside.....	219
McGregor.....	70	Hawley.....	229
Kimberley.....	76	Glyndon (junction with Pembina	
Aiken.....	88	Branch St. Paul & Pacific)...	241
		Moorhead.....	252

As a guide to those who may wish to go in colonies, the following Articles of Association are suggested, to be modified, of course, by those associating for such a purpose.

ARTICLES OF ASSOCIATION TO BE USED IN FORMING A COLONY.

ART. 1. This Association shall be known by the name of _____ Colony, its object being the purchase and settlement of lands on the line of the Northern Pacific Railroad Company in the _____ of _____ and the settlement, under the Homestead Act, of the alternate Government sections along the line of said road.

ART. 2. The officers of the Colony shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, and a Treasurer, who shall perform the usual duties pertaining to such offices. They shall be elected by ballot and the term of each be for one year from their election.

ART. 3. There shall be a Committee on Finance, elected at the same time and in the same manner, to consist of _____ members, whose duty it shall be to examine into the financial affairs of the Colony, and who shall at all times have access to all of its books and papers. No money shall be paid until the accounts are approved by the Finance Committee.

ART. 4. The Colony is empowered to appoint Locating and other committees as may be found necessary for its prosperity; the powers and duties of such committees to be defined on appointment.

ART. 5. It shall require a majority vote of two-thirds of all the members present at a regular meeting for the admission of any member into the Colony. Such vote to be by ballot in all cases, and every person so elected shall be of lawful age and good moral character, and shall subscribe to the Articles of Association and By-Laws, and pledge himself to promote, to the extent of his ability, the best interests of the Colony.

ART. 6. The fee of membership shall be dollars, and must be paid to the Treasurer of the Colony (who will receipt for the same) within days after the member is notified of his election.

ART. 7. No member of the Colony shall engage in the manufacture or sale of intoxicating liquor of any kind, or permit it to be sold on his premises, except for purely medicinal purposes. All conveyances of real estate made by the Colony, or any member of it, shall contain a covenant running with the land prohibiting the sale of intoxicating liquor on such real estate or any part thereof, except for purely medicinal purposes; and in case of violation of such clause, then such real estate shall revert to its former owner or owners, their heirs or assigns. All appropriations of money shall be made by a vote of the members of the Colony at a regular meeting. All drafts for expenditures shall be drawn by the President on the Treasurer, and countersigned by the Finance Committee. The Treasurer shall be required to give security in such amount as the Finance Committee shall determine.

ART. 9. The annual meeting for the election of officers shall be held on in each year, and regular meetings for the election of members and appropriation of money shall be held ly; any meeting called by the President at request of members of this Colony shall be held to be a regular meeting.

ART. 10. The Colony may make such By-Laws as may be found useful, and such By-Laws as well as these Articles of Association may be amended at any regular meeting by a majority of all the members of the Colony, *provided* the proposed amendment has been submitted at a former regular meeting.

We, the subscribers, by these presents associate ourselves to form a settlement in and agree to be governed

by these articles and such further rules and regulations as a majority of the Association may make at any regular meeting.

UNITED STATES LAND OFFICES.

At Duluth, for all lands along the line of the Northern Pacific Railroad east of Range XXIV.

At St. Cloud, for nearly all the lands between Range XXIV. and Range XXXVI., including the lands in the counties of Crow Wing, Cass, Todd and Wadena.

At Taylor's Falls, for a small portion of the timbered lands near Lake Mill Laes.

At Alexandria, for all lands in Ottertail and Wilkin counties.

At Audubon, for all lands in Becker and Clay counties.

ROUTES FROM THE EAST BY RAILROAD AND STEAMER.

From Boston :

By Vermont Central line to Ogdensburgh, and Grand Trunk to Sarnia ; to Duluth by steamer.

By Boston & Albany and New York Central line to Buffalo ; to Duluth by steamer.

From New York :

By Erie Railroad to Buffalo ; steamer to Duluth.

By Hudson River and New York Central to Buffalo ; steamer to Duluth.

By Pennsylvania Central to Erie ; steamer to Duluth.

From Philadelphia :

By Pennsylvania Central to Erie ; to Duluth by steamer.

The time by the above routes will be from five to six days.

All of the steamers on Lake Erie stop at Cleveland and Detroit. Settlers from Pennsylvania, Ohio, Indiana, and Michigan, can take passage from one of those ports and have a reduction of rates by applying to the proper Agents.

Settlers who prefer to travel the entire distance by rail may obtain tickets by the way of Chicago and St. Paul. The expense will be about one fourth more than by the lakes.

A reduction of from 20 to 30 per cent. from regular rates of transportation will be made to settlers, or members of a colony, on their application to the SUPERINTENDENT OF EMIGRATION, 120 BROADWAY, NEW YORK, or by giving satisfactory evidence to the local Agents of the Northern Pacific Railroad in the Eastern States that they intend to purchase land of the Company or to pre-empt Government land along the line of the road.

PROSPECTUS.

SEVEN-THIRTY GOLD LOAN.

BONDS RECEIVABLE FOR LANDS AT 1.10.

IN its First Mortgage Gold Bonds the Northern Pacific Railroad Company furnishes to the public an Investment Security which combines the ready Negotiability, the Convenience, and the high Credit of a first-class Railroad Bond, with the Solidity and Safety of a Real Estate Mortgage on Land worth at least twice the amount loaned.

These Bonds, *which, after full investigation, we strongly recommend as a reliable and unusually profitable investment, and which now stand among the most solid and favorite securities*, have the following leading features:

1. The issue will not exceed \$50,000 per mile of road; holders are exempt from United States tax; the Principal and Interest are payable in Gold: the principal in thirty years, and the interest (at the Banking House of Jay Cooke & Co., New York), semi-annually, first of January and July, at the rate of $7\frac{3}{10}$ per cent. per annum—nearly $8\frac{1}{4}$ per cent. currency. The semi-annual interest on the *Registered* bonds is paid with gold checks sent to the post-office address of the holder. Denominations: Coupon, \$100, \$500 and \$1,000; Registered, \$100, \$500, \$1,000, \$5,000 and \$10,000. Present selling price, PAR AND ACCRUED INTEREST IN CURRENCY.

2. The bonds are a First and Only Mortgage on the Road, its Equipments and Earnings, and also on a Land Grant which, on the completion of the Road, will exceed 23,000 Acres to each mile of track, or 500 Acres of Land to secure each \$1,000 bond.

3. They are at all times receivable at *ten per cent. premium* (1.10) in payment or exchange for the Company's Land at market prices—a provision which practically gives the holder of these mortgage bonds the power of foreclosure at will.

4. The proceeds of all sales of Land are required to be devoted by the Trustees of the bondholders as a Sinking Fund to the purchase and cancellation of the first mortgage bonds, or, temporarily, to the payment of interest thereon, if necessary. This provision will make the Railroad Company itself a large purchaser of its own securities in the open market from the time the Road is completed until the bonds mature or are all bought in.

As these bonds are a first lien upon the Road and its Traffic, and upon a Government Grant of Land, the character of the security will obviously depend jointly upon the *Earnings* of the Road and the *Value* of its land.

THE VALUE OF LAND GRANTS.—The average price at which the twenty-five leading Land Grant Railroads have thus far sold their lands is \$7.04 per acre—the highest average of any grant being \$13.98 and the lowest \$3.07.

With few exceptions, *the average selling price has steadily increased from year to year.* The lands of the Northern Pacific Road are admitted, by all who have seen them, to be better and more saleable than those of most other grants; but, sold at the general average of \$7.04 per acre, they will yield more than \$161,000 per mile—more than three times the possible cost of the road and the issue of the bonds; or at the lowest average of any grant (\$3.07), they will produce more than \$70,000 per mile. Some Two Million Acres of these lands, lying in the most fertile and attractive part of Minnesota, are now offered for sale and settlement, and are being rapidly taken up by an excellent class of settlers.

PACIFIC RAILROAD EARNINGS.—As officially reported, the gross earnings of the present Pacific Railroad (Union and Central) for 1871, the second year of through business, reached nearly Seventeen Millions and a Quarter (\$17,250,000). Of this amount, sixty-five per cent. was from local business, and, it is stated, fully fifty-five per cent., or nearly Nine and a Half Millions, were net over operating expenses. An equal traffic on the Northern

Pacific Road (and it can hardly fail to secure a greater) *will pay a yearly net dividend of more than 9½ per cent. on its total cost.*

This established success of the first Pacific Road places beyond question the prosperity and profitableness of the Northern Pacific line, with its great and obvious advantages in Distance, Gradients, Exemption from Snow, Cost of Construction, Climate and Tributary Fertile Country. Each road has an ample field of its own, the two being four hundred miles apart.


EXCHANGING U. S. 5-20's.—In view of the ability and fixed policy of the Government to call in *all* its 5-20's and substitute a low interest bond, many holders of 5-20's are exchanging them for Northern Pacifics, thus adding to their principal the present premium on Government Bonds, and increasing their yearly interest income nearly one-third.

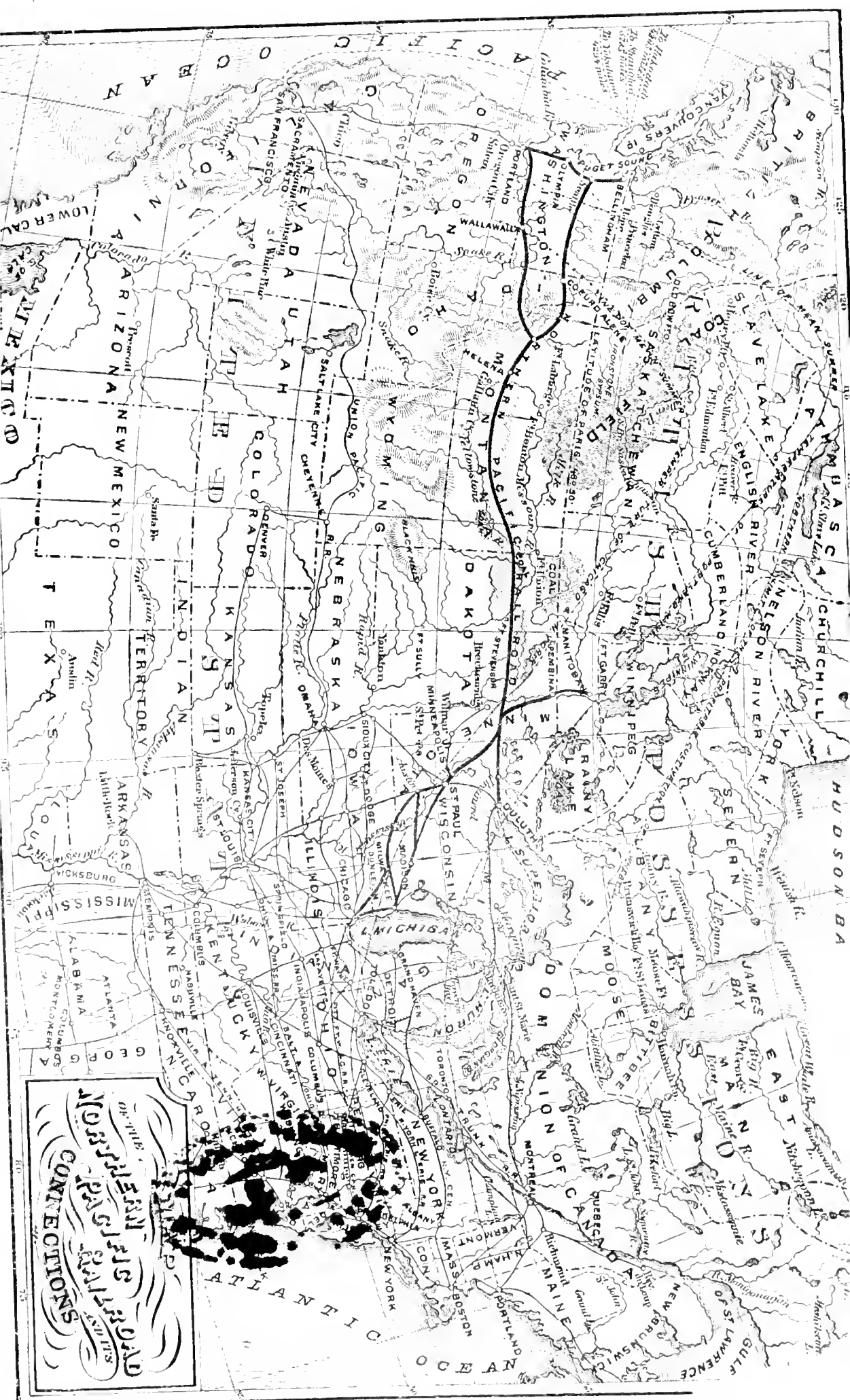
All marketable stocks and bonds will be received (by express or otherwise) at current prices in exchange for Northern Pacific seven-thirties without expense to the investor. Pamphlets and full information will be furnished on application.

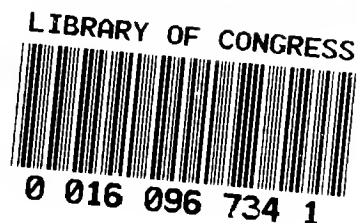
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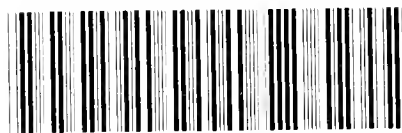
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